

Route A - South of Jordanelle  
to Kamas & upper  
Provo River

### Route A: Heber's Lifeline

9-3-87  
The whole Route A saga has made one thing painfully clear: that when left to its own devices the state and national government care very little about the fate of Wasatch County. This has been proven time after time, and last Tuesday's Central Utah Conservancy meeting was just a variation on this same theme. In fact, it left us so disgusted, that for a while we considered advocating that Wasatch County secede from the Union.

In this meeting, Wasatch County Commissioners hoped to deliver convincing arguments on the need for a 50 mph road connecting Kamas and Heber City, but instead found itself on the receiving end of two "bombshells."

Kirt Carpenter, chief of the Bureau of Reclamation, Provo Office, announced that the contract to complete U.S. 40 includes constructing Route C. This announcement basically precludes the possibility of Wasatch County getting any concessions for Route A. Then to add insult to injury, Carpenter stated that the \$12 million saved during the first phase of U.S. 40 relocation could not be used for upgrading Route A, but would be diverted to building a tunnel to move water from Strawberry Reservoir to the Wasatch Front.

Carpenter neatly avoided the political fallout from these "bombshells" by passing the buck to the Utah Department of Transportation, saying that the BOR had no control over what type of road will be built.

Route A, connecting Heber City and Kamas is the most critical project facing the Heber Valley business community. It has been estimated that retail merchants will lose 15-20 percent of its business if the road is built to only 35 mph standards. Any potential benefits from Jordanelle will be offset by this loss if we don't get the road we need.

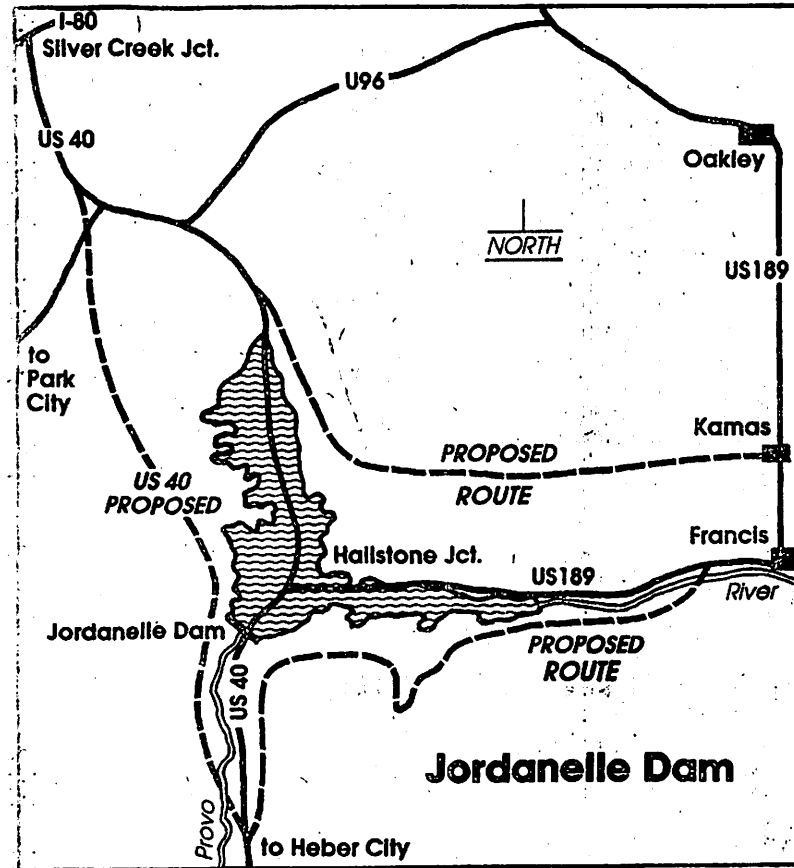
At press time the commissioners will be meeting with UDOT. It is our hope that a commitment will be made to support a 50 mph road and to begin it immediately, by either diverting the savings from the original U.S. 40 estimate; or by recognizing that Route A replaces Highway 189 not Route C—which makes it unnecessary to spend an entire \$23 million on Route C, a proposed super highway that has questionable importance. But looking at past treatment by this agency it causes us to be skeptical.

The next step for the commissioners will be a meeting with Governor Norm Bangerter. Now is the time for residents and businessmen alike to pressure UDOT and the governor for the county's Route A. If you are a person that writes only one letter a year, or makes only one political phone call a year this is the issue deserving of your time. You can write the governor's office at 210 State Capitol Building, SLC, Utah, 84114, or UDOT Commissioner Wayne Winters, or Gene Findlay at 4501 South, 2700 West, SLC, Utah, 84119.

10001

#7 Heber md 2) 10 Feb 1942 Ruby Evadna Pierce  
#9 Nepht md 2) 21 Dec 1927 Ettie Lavina Fuller

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## BOR engineers selected a damsite that looked favorable decades ago

Bureau of Reclamation field engineers working on the Central Utah Project examined a narrow spot in the valley along the Provo River several decades ago that, on the surface, looked like a good spot to build a dam.

Located six miles north of Heber, the damsite is very near a small settlement called Jordanelle. The name stuck. Jordanelle Dam is now the major proposed feature of the CUP's biggest element — the Bonneville Unit.

The exact location for the dam and the material that would be used to build it remain an uncertainty nearly 25 years later even though excavation is scheduled to begin next spring.

During the past year, the bureau moved the center line of the dam 200 feet upstream. The change means the crest of the dam will be 3,100 feet long, 300 feet longer than the original proposal, and the outlet works are being shifted from the west to the east abutment to avoid a potential slide area.

The west end of the dam, according to the current plan, will meet the side of the canyon just north of a rock outcropping bearing a painted American flag, a familiar landmark. The dam will extend northeast across the highway and valley floor before reaching the east abutment.

A change in the outlet works means the spillway and outlet tunnels will be about 1,000 to 1,200 feet longer than the 2,400 to 2,500-foot-long tunnels previously planned. Because of that, a man-made channel will be added to carry water released through the dam back to the Provo River.

Big money has been involved from the very beginning, but a total price tag for the project is hard to calculate. Years of preliminary drafting, drilling and decision-making have preceded the awarding of a single construction contract.

Contract costs are estimated at \$69 million to relocate U.S. 40, \$23 million to relocate U.S. 189, \$7 million to build a new Wasatch County road, \$38 million for land acquisitions, and \$173 million for the dam structure.

Moving utility lines and an electrical substation, administrative overhead and other non-contract costs bring the total price tag to \$402 million.

Two dam construction options seem the most likely, said Mike Thomas, BOR's regional engineer. Thomas' preference is a standard embankment dam made mostly of materials that can be scooped out of the reservoir basin.

The best alternative would also be an embankment dam that has a section made of high-tech roller compacted concrete. The concrete section would eliminate the need for an outlet tunnel cut through the mountain side.

A panel of four consulting engineers hired by the bureau recommended using the roller compacted concrete design because it eliminated the need for a tunnel. The final selection will be made by the BOR's dam designers in Denver.

Critics of the Jordanelle project cite the recent dam alignment change as evidence that the bureau does not know the depth of the bedrock below the valley floor.

The BOR acknowledges the geology at Jordanelle is unusually complex, and for this reason has drilled more than 140 test holes — many more than usual.

Leon Hansen, a consulting geologist who has spent the better part of his career working with Park City mining interests, scoffs when the BOR claims safe embankments have been constructed upon foundations where the depth of the bedrock was unknown. "I do begin to wonder. Why then have we been drilling at Jordanelle for 24 years?" he said.

# Wasatch Route A still up in the air

18 Oct 1987  
By SONNI SCHWINN

**Wasatch County Correspondent**  
HEBER CITY — Two meetings are scheduled this week to discuss when and how Route A, between Francis and Heber City, will be constructed. However, Project Engineer Walt Jones hasn't reported any significant progress so far toward meeting Wasatch County demands for a high quality road, completed in two years.

U.S. Highways 40 and 189 in northern Wasatch County, must be relocated because the present alignments will be under water after Jordanelle Dam is constructed.

The Utah Department of Transportation (UDOT) isn't making any commitments to Route A because it wants the Bureau of Reclamation to provide as much money as possible toward construction, Jones reported at last week's commission meeting.

He said UDOT is preparing an estimate of the cost if it built the road and the Bureau is determining what it is willing to come up with. Bureau estimates have ranged from \$8 to \$11 million for the base case, a minimum standard, 30

mph road.

Wasatch County is fighting for a 50 mph road which, according to Jones, will cost about \$15.4 million. The commission is concerned that UDOT and the Bureau may arrive at a compromise between their estimates but the county is determined not to accept such a plan.

"We (the commissioners) are unified that we want (the high) standards. We can't afford less than that," said Commission Chairman Lorin Allred.

The commissioners are also resolved that Route "A" must be completed by the time relocated U.S. 40 and Route "C" are finished, in two years, to avoid disruption of the business exchange between the Kamas area and Heber City.

To accomplish that, final design studies must be started before snow falls. However, although Jones' firm has completed all preliminary studies to meet both the county's high and the Bureau's low standards, the Bureau has called for more study and review of its base case, delaying final engineering.